

## CHAPTER 84. PART 121/125/135 OPERATIONS SPECIFICATIONS

### SECTION 1. BACKGROUND

#### 1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

*A. Maintenance:* 3315, 3316

*B. Avionics:* 5315, 5316

**3. OBJECTIVE.** This chapter provides guidance for the issuance of automated operations specifications (OpSpecs) of Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125, and 135. Specific OpSpec paragraph guidance is also available in the Operations Specifications Subsystem (OPSS).

#### 5. GENERAL.

*A. Role of OpSpecs.* OpSpecs transform the general terms of applicable regulations into an understandable legal document tailored to the specific needs of an individual certificate holder. OpSpecs are as legally binding as the regulations (reference 14 CFR part 119, §§ 119.5, 119.7, 119.9, 119.21, 119.23, 119.25, 119.31, 119.33, and part 125, § 125.31).

*B. History.*

(1) Until 1953, OpSpecs were not a working part of the Federal system for authorizing air commerce operations. The early requirements for air commerce comprised operating certificates/temporary permits and valid competency letters issued by the Secretary of Commerce. The competency letters contained the information that related to the certificate holder's services, routes, aircraft, maintenance, airmen, and weather procedures. These letters were considered part of the operating certificate and could be amended as the circumstances dictated.

(2) In 1953, the Civil Aeronautics Board (CAB) revised the Civil Air Regulations (CAR) to require OpSpecs to replace and standardize the competency letters then being

used. These revised regulations stated that OpSpecs should not be considered a part of an air carrier certificate.

(3) Title 49 of the United States Code (49 U.S.C.), through the Secretary of Transportation, empowers the Federal Aviation Administration (FAA) to issue certificates to qualified air operators. Included in FAA certificates issued to air operators conducting operations under parts 121, 125, and 135 is a stipulation that those operations must be conducted in accordance with the provisions and limitations specified in the OpSpecs. The regulations in part 119 require that the OpSpecs issued to parts 121, 125, and 135 certificate holders specify the authorizations, limitations, and certain procedures under which each type of operation must be conducted and under which each class and size of aircraft must be operated. Part 119 specifies in general terms the basic content of OpSpecs for each kind of operation. The regulations also state that a person engaged in operations governed by OpSpecs issued under part 121, 125, or 135 may not conduct those operations either without OpSpecs or in violation of the appropriate OpSpecs. These regulations also stipulate that the Administrator may add to or amend the OpSpecs whenever necessary to address particular situations. In addition, the rule provides for the suspension or cancellation of OpSpecs for cause.

*C. Automated OpSpecs.* Automated OpSpecs provide computerized access to a standardized format, which include only those authorizations, limitations, standards, and procedures that are applicable to the individual certificate holder. See Order 8400.10, Air Transportation Operations Inspector's Handbook, vol. 3, ch. 1, section 2 for further instructions.

*D. Paragraphs.* OpSpecs paragraphs are categorized as follows:

(1) Standard paragraphs are developed by the Flight Standards Service at Washington headquarters. During development, OpSpecs are coordinated with other FAA offices and affected industry groups.

(2) Nonstandard paragraphs are developed for situations unique to a specific certificate holder. Washington headquarters must approve the issuance of a nonstandard OpSpec.

## 7. AVIATION SAFETY INSPECTOR (ASI) RESPONSIBILITIES.

A. When working with a certificate holder in developing OpSpecs, coordination between all of the involved principal inspectors (PI) is crucial. Coordination ensures the following:

(1) That all ASIs are aware of pending changes to an existing certificate holder's operation.

(2) That the certificate holder/applicant is not needlessly bothered by repetitious questions.

**NOTE: See Order 8400.10, vol. 3, ch. 1, section 2, for additional guidance on ASI roles and responsibilities.**

B. OpSpecs are divided into six parts, each of which has an assigned letter designator and contains consecutively-numbered standard paragraphs.

(1) *Part A, General.* Part A paragraphs are generally considered to be the responsibility of both Airworthiness and Operations. Contents of these paragraphs must be carefully coordinated between Operations, Avionics, and Maintenance ASIs before approval. Approval of these paragraphs may be indicated by the signature of any one of the three assigned PIs.

(2) *Part B, En Route Authorizations, Limitations, and Procedures.* Part B paragraphs are primarily the responsibility of the Operations

ASIs. Coordination between Operations, Maintenance, and Avionics ASIs is essential to ensure that the aircraft equipment is properly installed and certified to perform the approved operations.

(3) *Part C, Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.* Part C pertains to fixed wing airplanes only. Part C paragraphs are primarily the responsibility of the Operations ASI. Coordination between Operations, Maintenance, and Avionics ASIs is essential.

(4) *Part D, Aircraft Maintenance.* Part D paragraphs are primarily the responsibility of the Maintenance and Avionics ASIs. In their absence, the principal operations inspector (POI) can prepare and issue OpSpec D095, Minimum Equipment Limitation Authorization.

(5) *Part E, Weight and Balance.* Part E paragraphs are primarily the responsibility of the Maintenance ASI. The Maintenance ASIs must carefully coordinate the Part E OpSpecs authorization with Operations ASIs.

(6) *Part H, Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitations.* Part H is the rotorcraft equivalent to the Part C paragraphs for fixed-wing operations. Operations ASIs are primarily responsible for preparing and approving the paragraphs in Part H. (Part 121 and 125 operations will not have Part H in the databases.)

## 9. USING AUTOMATED OPSPECS.

A. *OpSpecs Generation.* The system for generating automated OpSpecs is designed to allow ASIs to collect and record the required information. Before attempting to enter information directly into the OPSS, the user should be familiar with the OPSS and the most current OPSS user's manual, which can be found online at <http://www.opspecs.com/>.

**NOTE: See Order 8400.10 vol. 3, ch. 1, section 7 for additional guidance on amendment, surrender, and suspension of OpSpecs.**

*B. Operator-Requested or FAA-Initiated OpSpecs Changes.* The OPSS provides for general notations at the signature block point in the processing of each OpSpec. The tab is labeled “Origin (FAA or Operator)” and when opened has a selection button for either “Issued by the Federal Aviation Administration” or “The Certificate Holder applies for the operations in this paragraph.” When the latter button is selected, the “Support Information Reference” clear text box allows for you to briefly document the issuance or amendment. Suggestions for this clear text box might be to refer to the date of the letter from the operator prior to making the change as well as other documentation of actions required by the operator, may also be noted for the issuance of this OpSpec such as an amendment to a training program or operations manual. If it is an FAA-initiated change, the revision history of the standard OpSpec in the OPSS will give a brief synopsis of the reason for the certificate holder or operator’s amendment. The OPSS should also contain the official handbook documentation with applicable guidance for the revision.

*C. Draft OpSpecs, Mandatory and Nonmandatory OpSpec Changes.*

(1) ASIs should coordinate the draft OpSpecs with the operator. This coordination should involve the operator throughout the final preparation of the OpSpecs. This provides an opportunity to develop a common understanding between the operator and the FAA about the authorizations, limitations, and provisions in the OpSpec authorizations. The operator must also be given the ability to verify that added operator-specific information is correct.

(a) The OPSS provides access to various guidance documents in association with individual OpSpecs. These documents should be reviewed with the certificate holder or operator along with a draft of the OpSpec to see what must be done in order to be in compliance prior

to the issuance of the requested or required paragraph.

(b) Access to these documents is found under the OPSS tool bar “Paragraph—Guidance Documents.”

(2) After the draft OpSpecs have been reviewed and final corrections made, if any, the final OpSpec paragraphs can be printed and physically signed or if the certificate holder or operator has electronic signature capability, the OpSpec paragraphs can be electronically signed. The FAA must sign (electronically) in order to move the OpSpec paragraph to the certificate holder’s or operator’s grid as a final document. The certificate holder or operator should sign the final document (either electronically or physically) but does not have to do so for the OpSpec to be effective.

**11. MANDATORY AND NONMANDATORY OPSPEC CHANGES.** OpSpec changes are either mandatory (policy change) reflected by the color red or tan, or nonmandatory (minor text/format change) reflected by the color green to alert the OPSS users of changes. Turning the old OpSpec “tan” instead of “red” allows for a period of time for the certificate holders or operators to come into compliance with the newly released mandatory OpSpec change before the existing OpSpec paragraph is rendered “inactive” (turns “red”) and no longer usable. The tan filter color may also be used for an OpSpec paragraph that has an expiration date after which it will no longer be effective or valid. The filters also allow users to view previously issued OpSpecs.

A. Whether it is a mandatory or nonmandatory change, an initial review of the revision history in the OPSS should be the first step to determine what has caused the change to the template. If the change occurs due to new policy, that new policy document will be referred to in the revision history and it will also be available for viewing, printing, or extracting from the OPSS for that OpSpec.

B. If a mandatory change is made and the PIs determine that it affects any particular operator(s) then it is necessary to amend and reissue the OpSpec as soon as appropriate or within 30 days for all those affected. A mandatory change will typically be as a result of a policy or regulatory change in which the standard OpSpec itself has been revised by Headquarters (HQ). If a mandatory change is made, the HQ Revision number changes, i.e., from HQ Revision 010 to HQ Revision 020.

C. If a nonmandatory change is made and the PIs determine that it affects any particular operator(s) then it is necessary to amend and reissue the OpSpec as soon as appropriate, by a predetermined date, or within 90 days for all those operator(s) affected. The nonmandatory changes may be due to a text/format change or as a result of the issuance of new or additional policy for that authorization but the standard language of the OpSpec itself did not change. If a nonmandatory revision is made, the HQ Revision changes, i.e., HQ Revision 010 to HQ Revision 01a or from 02b to 02c.

**NOTE: See Order 8400.10 vol. 3, ch. 1, section 7, paragraph 37D for guidance on archived OpSpecs paragraphs.**

### 13. NONSTANDARD PARAGRAPHS.

A. *Generating Nonstandard Paragraphs.* There are *two methods* of generating nonstandard paragraphs: the addition of subparagraph text to a standard paragraph and the issuance of an individually-developed nonstandard paragraph.

(1) *Subparagraph Text.* The ASI may need to add *subparagraph text* to a standard paragraph to address certificate holder/applicant situations that are unique or to satisfy a certificate holder/applicant's request.

(a) The provisions within the additional text must not be less restrictive than or contrary to the provisions in standard OpSpecs developed by Washington headquarters.

(b) If an added subparagraph is more restrictive than the standard, the ASI must have a justifiable reason since a more restrictive provision results in unique treatment and could adversely affect a certificate holder's competitive position.

(c) Examples of situations that may justify adding additional text to a standard paragraph include the following:

- A series of accidents, incidents, or enforcement actions
- Certificate holder initiated inspection time interval increases without justification
- Restrictions or procedures requested by the certificate holder/applicant to be specified in OpSpecs

(2) *Nonstandard paragraph.* The ASI may request a *nonstandard paragraph* to be used in situations unique to a specific certificate holder. Nonstandard paragraphs are individually developed by Washington headquarters in the automated OpSpecs program.

**NOTE: A nonstandard paragraph should be considered for use only when the subject matter does not relate to any standard paragraph and it would be inappropriate to add the information as an extra subparagraph.**

**CAUTION: Do not change or add anything to the language, format, or numbering of the standard OpSpecs as issued by headquarters. If the standard OpSpec is changed in any way, this may invalidate headquarters policy.**

*B. Approval of Nonstandard Paragraphs—Operator-Requested OpSpecs.* Any nonstandard OpSpec request must be submitted from the operator to the principal maintenance inspector (PMI).

(1) The PMI must evaluate and substantiate the information. If the PMI does not concur with the proposal, a letter denying the application for the nonstandard paragraph along with an explanation of the reasons for denial shall be forwarded to the operator.

(2) If the PMI concurs, then prior to approval an evaluation must be made by the Aircraft Maintenance Division, AFS-300. A copy of each proposed nonstandard paragraph shall be forwarded under a letter of transmittal from the PMI through the appropriate regional airworthiness branch for concurrence and then to AFS-300. The letter from the PMI must describe the circumstances and justification for issuance of the nonstandard paragraph. Reserved OpSpecs paragraph numbers are no longer applicable; therefore do not attach a number to the paragraph proposal.

**NOTE: To expedite the process, headquarters divisions may accept the completed package as attachments through e-mail as long as the hardcopy package is subsequently forwarded to the appropriate division. Prior to sending it electronically, contact the respective division to ensure that electronic processing is acceptable and to ensure proper coordination.**

(3) Headquarters approval is required for proposed nonstandard subparagraph text or nonstandard paragraphs. AFS-300 will evaluate each proposed nonstandard paragraph to determine the following:

- Alignment with current national policy
- Necessity of the proposed paragraph

- Whether other certificate holders may be similarly affected, necessitating incorporation of the nonstandard OpSpec into the automated program

(4) AFS-300 will review the application, the proposed nonstandard OpSpec, the supporting information, and the recommendations. If headquarters agrees with the recommendation, the PMI will be advised by a memorandum with a copy sent to the regional office. If the headquarters division does not concur with the PMI recommendation, the memorandum indicating nonconcurrence will include an explanation of the reasons. Once the nonstandard OpSpec is authorized, headquarters will assign an appropriate number and the PMI may issue the nonstandard OpSpec.

## **15. MAINTENANCE OPSPECS — PARTS D AND E.**

*A. OpSpec D072, Aircraft Maintenance – Continuous Airworthiness Maintenance Program (CAMP) Authorization.*

(1) OpSpec D072 is issued to operators subject to a continuous airworthiness maintenance program (CAMP) under part 121 and part 135, § 135.411(a)(2). This OpSpec contains the conditions that must be met for a certificate holder to operate its aircraft and lists the reference documents that contain the details of the operator's program. See FAA Order 8300.10, Airworthiness Inspector's Handbook, vol. 2, ch. 64.

(2) The certificate holder is authorized to conduct operations using identified aircraft maintained in accordance with the CAMP and limitations specified in these OpSpecs.

(3) A part 125 operator may use a continuous inspection program that is part of a current CAMP approved for use under part 121 or 135.

*B. OpSpec D073, Approved Aircraft Inspection Program (AAIP).*

(1) This OpSpec identifies aircraft subject to part 125, § 125.247(a)(3), and part 135, § 135.419.

(2) Each aircraft subject to the requirements of part 135, § 135.421 (Additional Maintenance Requirements) identified in this OpSpec, will be issued the appropriate OpSpec paragraph(s) 101 through 104. This OpSpec may be issued for turbine-powered aircraft type-certificated for 9 passenger seats or less or having a Supplemental Type Certificate limiting the seating configuration to nine seats or less. Additional guidance is found in Order 8300.10, vol. 2, ch. 83, 105, and 107.

*C. OpSpec D074, Reliability Program Authorization: Entire Aircraft.* OpSpec D074 is authorized for operators subject to a CAMP under part 121 and § 135.411(a)(2). This OpSpec authorizes the use of a maintenance reliability program that contains standards for determining maintenance intervals and processes. This program controls the inspection, check, overhaul or restoration times for the entire aircraft and is the sole control as far as OpSpecs are concerned. Each make/model/series of aircraft controlled by reliability and its approved reliability document shall be identified on this OpSpec. Guidance for approving a reliability program is found in Order 8300.10, vol. 2, ch. 66.

*D. OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems or Selected Items.* OpSpec D075 is authorized for operators subject to a CAMP under part 121 and § 135.411(a)(2). This OpSpec authorizes the use of a maintenance reliability program containing the standards for determining maintenance intervals and processes. The program controls the inspection, check, overhaul, or restoration time for airframe, powerplant, systems, or individually selected items within a system (e.g., hydraulic system, pumps, valves, actuators, etc.) and must be identified on the OpSpecs.

(1) Airframe, powerplant, systems, or items controlled by reliability shall be identified in the Maintenance Time Limitations Section by an asterisk or other identifier, and a note.

(2) If preferred, a certificate holder may reference in its Maintenance Time Limitations Section a document approved by the Administrator. The referenced document shall contain at least that information required by the Maintenance Time Limitations Section.

(3) Guidance for approving this program is found in Order 8300.10, vol. 2, ch. 64 and 66.

**NOTE: Components not subject to the certificate holder's partial reliability program must be controlled by a time limitations manual or document. This manual or document must be listed in table 1 of OpSpec D088.**

*E. OpSpec D076, Short-Term Escalation Authorization.*

(1) OpSpec D076 is authorized for operators subject to a CAMP under part 121 and § 135.411(a)(2). OpSpec D076 authorizes a certificate holder to use short-term escalation procedures with aircraft, powerplant, systems, or selected items without pre-approval by the PI.

(2) Certificate holders who have short-term escalation procedures incorporated into their reliability program (OpSpec D074) or partial reliability program (OpSpec D075) do not need OpSpec D076 authorization for items covered in those programs. Items not subject to a partial reliability program must have OpSpec D076 authorization to use short-term escalations.

**NOTE: See Order 8300.10, vol. 2, ch. 80.**

*F. OpSpec D077, Maintenance Contractual Arrangement Authorization: For an Entire Aircraft.* OpSpec D077 is authorized for operators subject to a CAMP under part 121 and § 135.411(a)(2). This OpSpec authorizes a certificate holder to use a part 121 or § 135.411(a)(2) certificate holder's approved maintenance program for maintenance of its entire aircraft. If applicable, this includes participation in the contractor's reliability program. See Order 8300.10, vol. 2, ch. 66 and ch. 69.

*G. OpSpec D078, Maintenance Contractual Arrangement Authorization for Specific Maintenance.* OpSpec D078 is authorized for operators subject to a CAMP under part 121 and § 135.411(a)(2). This OpSpec authorizes a certificate holder to use another part 121 or § 135.411(a)(2) or certificate holder's approved maintenance program for specific maintenance functions. This OpSpec identifies the functions to be performed by the contractor on the certificate holder(s) aircraft listed in the table. This OpSpec may be used for one or more contracts, aircraft/engine makes and models, or components. See Order 8300.10, vol. 2, ch. 69.

*H. OpSpec D079, Reliability Program Contractual Arrangement Authorization.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to participate in another part 121 or § 135.411(a)(2) (contractor's) FAA-approved reliability program for its aircraft, powerplant, systems, or selected components. See Order 8300.10, vol. 2, ch. 67.

**NOTE: Operators authorized OpSpec D079 will be automatically issued OpSpec D088.**

*I. OpSpec D080, Leased Aircraft Maintenance Program Authorizations: U.S.-Registered Aircraft.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to use a lessor's approved maintenance program for the leased aircraft. This OpSpec applies only to leases of aircraft intended to return to the lessor at a time specified in the lease. See Order 8300.10, vol. 2, ch. 73.

*J. OpSpec D081, Parts Pool Agreement Authorization.* This OpSpec authorizes a part 121 certificate holder operating outside the United States under the provisions of part 121, § 121.361(b) to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold U.S. airman certificates. See Order 8300.10, vol. 2, ch. 87.

*K. OpSpec D082, Prorated Time Authorization.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to use aircraft for which inspection and overhaul times have been established using the prorating process. See Order 8300.10, vol. 2, ch. 88.

*L. OpSpec D083, Short-Term Escalation for Borrowed Parts Subject to Overhaul Requirements.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) relief from approved overhaul time limits when borrowing parts from another certificate holder. See Order 8300.10, vol. 2, ch. 87.

*M. OpSpec D084, Special Flight Permit with Continuous Authorization to Conduct Ferry Flights.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to issue a special flight permit with continuing authorization to conduct ferry flights. This permit can only be issued under the guidelines as set forth in 14 CFR part 21, § 21.197(c). See Order 8300.10, vol. 2, ch. 89.

*N. OpSpec D085, Aircraft Listing.* Certificate holders conducting operations as domestic, flag, supplemental, commuter, and on-demand under 14 CFR who are required to maintain liability insurance coverage under 49 U.S.C. section 41112 and its implementing regulation, and 14 CFR part 205, § 205.4(b) will list all aircraft in these OpSpecs.

(1) Section 205.4(b) states, in part, that "Aircraft shall not be listed in the carrier's operations specifications with the FAA and shall not be operated unless liability insurance coverage is in force." All air carrier certificate holders are required to have continuous,

effective liability insurance coverage and in effect to ensure that the public is protected in the event of an accident. Effective liability insurance coverage is a condition for them to hold Office of the Secretary of Transportation (OST) economic authority.

(2) For air carrier certificate holders that request to hold the liability insurance coverage in suspension on aircraft for specific periods of non-use, see Handbook Bulletin for Airworthiness (HBAW) 03-02, Liability Insurance Suspension for Seasonal Operations (OpSpec Paragraph A501) and Aircraft in Long-Term Maintenance or Storage (OpSpec Paragraph D106), as amended.

(3) Certificate holders operating aircraft under part 125 are not required to maintain liability insurance although are required to list authorized airplanes by type and registration number on their OpSpecs per § 125.31(b)(2).

(4) The aircraft listing may also contain the certificate holder's aircraft that are not in revenue service. This includes, but is not limited to, aircraft that are undergoing heavy maintenance, in storage, awaiting parts, newly purchased, or in Supplemental Type Certificate maintenance. However, the certificate holder must have procedures specifying how these aircraft are handled. This applies to parts 121, 125, and 135 certificate holders regardless of the "kind of operations" conducted.

(5) Any aircraft used under an interchange agreement must be identified with an asterisk (\*) or other identifier, with a note to reference OpSpec A029.

*O. OpSpec D086, Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation.* This OpSpec authorizes operators subject to a CAMP under part 121 to use certain approved aircraft in extended-range operations. Airworthiness ASIs must be familiar with OpSpec B042 and shall coordinate with the POI before approving OpSpec D086. See Order 8300.10, vol. 2, ch 82.

*P. OpSpec D087, Maintenance Program Authorization for Leased Foreign-Registered Aircraft Operated by U.S. Air Carriers.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to maintain leased, foreign-registered aircraft by adopting the foreign air carrier's maintenance program. See Order 8300.10, vol. 2, ch. 81.

**NOTE: If a PI approves a revision to an adopted foreign maintenance program, that approval must be done on an individual basis by amending this OpSpec.**

**NOTE: Any aircraft make, model, and series listed on this OpSpec must also be listed in OpSpec D072.**

*Q. OpSpec D088, Maintenance Time Limitations Authorization.* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) requiring a maintenance time limitations manual to use a separate approved document or approved section in the certificate holder's manual. This OpSpec is issued to approve the time limitations of each maintenance task not covered under the partial reliability program. See Order 8300.10, vol. 2, ch. 64 and ch. 66 for further information.

**NOTE: This OpSpec must be issued in conjunction with OpSpec D075.**

*R. OpSpec D089, Maintenance Time Limitations Section.*

(1) This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) requiring a maintenance time limitations manual to use a separate approved document or approved section in the certificate holder's manual. See Order 8300.10, vol. 2, ch. 64.

(2) The referenced document(s) must be approved by the Administrator and must have procedures for affecting revisions and revision control acceptable to the Airworthiness PI.



**NOTE: This OpSpec is to be issued only if the operator is not issued OpSpec D074 or D075.**

*S. OpSpec D090, Coordinating Agencies for Suppliers Evaluation (CASE).* This OpSpec authorizes operators subject to a CAMP under part 121 and § 135.411(a)(2) to become a member of the CASE program. See Order 8300.10, vol. 2, ch. 95.

*T. OpSpec D091, Authorization to Make Arrangements with Other Organizations to Perform Substantial Maintenance.* This OpSpec is issued to operators subject to a CAMP under part 121. Review the air carrier's data to determine that the methods used to accept the substantial maintenance provider was in accordance with the air carrier's manuals. See Order 8300.10, vol. 2, ch. 69.

**NOTE: This OpSpec is not to be issued to part 135 operators.**

*U. OpSpec D092, Maintenance Program Authorization for Airplanes Used for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace.* This OpSpec authorizes operators under parts 121, 125, and 135 with an FAA-approved RVSM maintenance program to allow certain approved aircraft to operate in RVSM airspace. See Order 8300.10, vol. 2, ch. 5.

*V. OpSpec D093, Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program.* This OpSpec is issued to operators authorized to conduct HNVGO under the limitation and provisions of part 135 and OpSpec A050 using specific approved aircraft.

*W. OpSpec D095, Minimum Equipment List (MEL) Authorization.* This OpSpec is issued to operators under parts 121, 125, and 135 authorized to use an approved minimum equipment list (MEL).

*X. OpSpec D097, Repair Assessment Program for Pressurized Fuselages.* This OpSpec is issued to operators subject to a CAMP under part 121 to ensure that a

comprehensive assessment for damage-tolerance be completed for fuselage pressure boundary repairs. The following aircraft are affected by this OpSpec: A300 (excluding -600 series), BAC1-11, B-707, B-720, B-727, B-737, B-747, DC-8, DC-9/MD-80, DC-10, L1011, F-28. See FAA Order 8000.40, Maintenance of Pressure Cylinders in Use as Aircraft Equipment.

*Y. OpSpec D101, Additional Maintenance Requirements – Aircraft Engine, Propeller, and Propeller Control (Governor).* This OpSpec applies to all certificate holders maintaining aircraft under § 135.411(a)(1). This includes aircraft subject to an AAIP under § 135.419. See Order 8300.10, vol. 2, ch. 83 or ch. 91.

*Z. OpSpec D102, Additional Maintenance Requirements – Rotorcraft.* This OpSpec applies to all certificate holders maintaining aircraft under § 135.411(a)(1). This includes aircraft subject to an AAIP under § 135.419. See Order 8300.10, vol. 2, ch. 83 or ch. 91.

*AA. OpSpec D103, Additional Maintenance Requirements – Single Engine IFR.* This OpSpec applies to all certificate holders maintaining aircraft under § 135.411(a)(1). This includes aircraft subject to an AAIP under § 135.419. See Order 8300.10, vol. 2, ch. 83 or ch. 91.

*BB. OpSpec D104, Additional Maintenance Requirements – Emergency Equipment.* This OpSpec applies to all certificate holders maintaining aircraft under § 135.411(a)(1). This includes aircraft subject to an AAIP under § 135.419. See Order 8300.10, vol. 2, ch. 83 or ch. 91.

*CC. OpSpec D105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements.* This OpSpec applies to all certificate holders maintaining aircraft under a CAMP in accordance with part 121. OpSpec D105 contains the EES conditions that must be met on a continuing basis. See Order 8300.10, vol. 2, ch 64 and HBAW 02-04, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements, as amended.

*DD. OpSpec D106, Aircraft in Long-Term Maintenance or Storage.* This OpSpec applies to all certificate holders maintaining aircraft in accordance with part 121 or 135 who request to hold the liability insurance coverage (required by their economic authority) in suspension on aircraft for specific periods of non-use, such as long-term maintenance or long-term storage. See HBAW 03-02, Liability Insurance Suspension for Seasonal Operations (OpSpec Paragraph A501) and Aircraft in Long-Term Maintenance or Storage (OpSpec Paragraph D106), as amended.

(1) The aircraft will remain on OpSpecs A003 and D085 during the time it is on OpSpec D106. This ensures the continuation of the aircraft maintenance program.

(2) The aircraft cannot be used to conduct operations in air transportation during the time it is listed in OpSpec D106.

(3) At no time will OpSpecs A501 and D106 be active at the same time. These OpSpecs are developed as separate provisions for specific needs.

*EE. OpSpec E096, Weight and Balance Control Procedures.* This OpSpec authorizes

certificate holders operating aircraft under parts 121, 125, or 135 to use one of two aircraft weight and balance control programs:

(1) The certificate holder is authorized under §§ 121.135, 125.91(b), and 135.185(a) to use individual aircraft weights outlined in the operator's empty weight and balance program.

(2) The certificate holder is authorized under §§ 121.153(b) or 135.185(b)(2) to use average fleet aircraft weights outlined in the operator's weight and balance control program.

**NOTE: This OpSpec does not authorize the use of average fleet aircraft weights for a part 135 reciprocating powered aircraft of nine or less passenger seats. For further information see Order 8300.10, vol. 2, ch. 75 and 110; HBAW 04-05, Weight and Balance Operations Specifications Paragraphs A011, A096, A097, A098, A099, and E096; and AC 120-27, Aircraft Weight and Balance Control, current edition.**

## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

#### A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR part(s) 121, 125, and/or 135, as applicable
- Previous experience with parts 121, 125, and/or 135 certification projects and certificate management
- Successful completion of the Airworthiness Inspector Indoctrination course(s) or equivalent

*B. Coordination.* This task requires close coordination between the Airworthiness and the Operations ASIs. Each specialty should be involved in the review process to ensure that all relevant issues are addressed.

### 3. REFERENCES, FORMS, AND JOB AIDS.

#### A. References (current editions):

- Advisory Circular (AC) 120-27, Aircraft Weight and Balance Control
- AC 121-1, Standard Operations Specifications—Aircraft Maintenance Handbook
- AC 125-1, Operations of Large Airplanes Subject to Federal Aviation Regulation Part 125
- Order 8000.49, Flight Standards Geographic Program
- Order 8300.10, vol. 2, referenced chapters
- Order 8400.10, vol. 3, ch. 1, section 1

#### B. Forms:

- Air Operator Vital Information Subsystem (Air Oper VIS) worksheets

#### C. Job Aids:

- JTAs: 3.3.71, 3.3.96

### 5. PROCEDURES.

**NOTE: It is highly recommended to thoroughly read Order 8400.10, vol. 3, ch. 1, section 1 before actually working with an operator on automated OpSpecs.**

#### A. Conduct Meeting with Operator/Applicant.

*(1) New Applicant.* When an applicant applies for a new certificate, the certification project manager should conduct a meeting with the applicant along with all involved PIs to acquire information for the following:

- Air Oper VIS
- JTAs

**NOTE: The guidance subsystem contained within the OPSS provides relevant guidance documents in association with individual paragraphs. See Order 8400.10, vol. 3, ch. 1, section 2.**

**NOTE: This meeting should be scheduled at the certification project manager's discretion and not necessarily as part of the initial precertification meeting.**

*(2) Operator Requiring an OpSpecs Amendment.* For an established operator needing an amendment to OpSpecs, review and update the following, as required:

(a) Air Oper VIS worksheets to ensure that all required information is included on the worksheets and that these critical fields of information are current and accurate.

(b) JTAs.

(c) Automated OpSpec paragraphs A – H.

*B. Complete the OpSpecs.*

(1) Review the completed OpSpecs to determine what information is still required.

(2) Airworthiness ASIs should coordinate with the other ASIs and the operator to confirm the need for issuance of paragraphs.

(3) After a review with the operator/applicant, ensure there is agreement that the selected statements accurately describe the operation.

(4) Enter the data into the OpSpec system. Print the OpSpecs Summary Listing for review.

(5) Review the summary and note those OpSpecs that need additional information or clarification.

*C. Review the Draft Copy of the OpSpecs.*

(1) Verify that the appropriate OpSpecs have been selected. If a necessary paragraph was not printed, or if an inappropriate paragraph was printed, review the information in either the Air Oper VIS worksheet or the OpSpecs checklist, as applicable.

(2) Correct any errors in the information.

(3) Proofread the information for accuracy. New information will appear in upper-case letters. Enter corrections into the computer.

*D. Conduct Final Review of Maintenance OpSpecs – Parts D and E.* Verify whether the relevant OpSpecs include the required information.

(1) *OpSpec D072, Continuous Airworthiness Maintenance Program (CAMP) Authorization.* Table 1 must contain the following:

(a) Each of the aircraft authorized to be maintained in accordance with the CAMP by make, model, and series;

(b) The document(s) that encompass the basic required elements of a CAMP. The certificate holder may have multiple manuals that encompass the CAMP. The PI may elect to list all the manuals encompassing the CAMP or, if one manual references all the other manuals then preferably that particular manual may only be listed; and

(c) The certificate holder's assigned number(s) of the CAMP document(s).

**NOTE: Revisions to the certificate holder's CAMP does not require reissuance of this OpSpec unless the manual title or document number changes.**

(2) *OpSpec D073, Approved Aircraft Inspection Program (AAIP).* Table 1 must list the aircraft registration number, serial number, and make, model, and series of each aircraft subject to §§ 125.247 and 135.419 .

(3) *OpSpec D074, Reliability Program Authorization: Entire Aircraft.* Table 1 must contain the following:

- The make, model, and series of each aircraft controlled by a reliability program; the level of detail in specifying the series of aircraft should match the detail in the operator's program

- The document name that encompasses the reliability program and the certificate holder's assigned number(s) of the reliability document
- The current revision date of the reliability document

(4) *OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems or Selected Items.* Table 1 must contain the following:

- The make, model, and series of each aircraft controlled by a reliability program; the level of detail in specifying the series of aircraft should match the detail in the operator's program
- The document name that encompasses the partial reliability program and the certificate holder's assigned number(s) of the partial reliability document
- The current revision date of the partial reliability document

**NOTE: Operators authorized OpSpec D075 must be issued OpSpec D088.**

(5) *OpSpec D076, Short-Term Escalation Authorization.* Table 1 shall reference the aircraft by make, model, series, and the limitations (if applicable) placed on that particular make, model, and series. The limitations in Table 1 are primarily for airframe check and inspection intervals. Engines and their components, as well as airframe components and appliances, are generally not limited, except for the 10 percent not to exceed 500 hours.

(a) The limitation section of this table is used restrict a particular make, model, and series task below the maximum allowable 10 percent, not to exceed 500 hours. An example

would be if an aircraft "A" check has an interval of 200 hours ( $200 \times 10 \% = 20$  hrs) and the PI limited the A check short-term escalation to not exceed 10 hours.

(b) It can also be used to eliminate certain tasks from being eligible for short-term escalation. (An example would be if the operator was not permitted short-term escalations on a particular make, model, and series aircraft "B" check).

(c) If the limitation section of this table is left blank, then the operator is authorized to short-term escalate all items to the maximum interval described in its manual.

**NOTE: If restrictions and eliminations are requested for engine, engine components, airframe components, and appliances, then they may be listed in the limitations for that particular make, model, and series as well.**

(6) *OpSpec D077, Maintenance Contractual Arrangement Authorization: For Entire Aircraft.* OpSpec D077 authorizes and identifies the contractor with whom the certificate holder contracts to perform maintenance of its entire aircraft and if applicable, to participate in the contractor's reliability program. Table 1 must contain the following information:

- Contractor: This field must list the contractor with whom the certificate holder has entered into agreement for the specific maintenance function listed
- Contract Number and Date: Self-explanatory
- Aircraft and Powerplant M/M/S: Self-explanatory
- Reliability Program Name/Date: List the contractor's approved reliability program name, number assigned by the

contractor, and current revision date (if applicable)

(7) *OpSpec D078, Maintenance Contractual Arrangement Authorization: For Specific Maintenance.* OpSpec D078 authorizes and identifies the functions to be performed by the contractor on the certificate holder's aircraft listed in the table. Table 1 must contain the following information:

- Contractor: This field must list the contractor with whom the certificate holder has entered into agreement for the specific maintenance function listed
- Contract Number and Date: Self-explanatory
- Aircraft and Powerplant M/M/S: Self-explanatory
- Specific Maintenance Function: This field can be as general as stating "All" for the entire aircraft and engines, or it can list specific inspections or checks

**NOTE: This OpSpec only applies to the performance of maintenance and inspections.**

(8) *OpSpec D079, Reliability Program Contractual Arrangement Authorization.* Table 1 must contain the following information:

- Contractor: This field must list the contractor with whom the certificate holder has entered into agreement for the specific reliability function listed
- Contract Number and Date: Identifying number from contract (if applicable) and date signed

- Aircraft and Powerplant M/M/S: Self-explanatory
- Reliability Program Name and #: Name of program and number assigned by contractor
- Reliability Program Date: Date of current revision

(9) *OpSpec D080, Leased Aircraft Maintenance Program Authorizations: U.S.-Registered Aircraft.* The certificate holder is authorized to maintain the aircraft listed in Table 1 in accordance with the lessor's approved maintenance program for the specific make, model, and series aircraft and lease agreements identified in Table 1, except as provided in Table 2.

**NOTE: Table 2 identifies specific items that will be maintained in accordance with the certificate holder's approved maintenance program.**

**NOTE: Specific maintenance program requirements of the certificate holder that are different than the lessor's program will be listed in Table 2.**

(10) *OpSpec D081, Parts Pool Agreement Authorization.* Table 1 must list the participants, along with their location, who are eligible to provide parts to the certificate holder.

(11) *OpSpec D082, Prorated Time Authorization.* Table 1 lists each aircraft by registration, serial number, make, model, and series that shall be maintained in accordance with the adjusted times identified in the certificate holder's proration document. The table must list the individual proration document number assigned by the air carrier and current effective date.

(12) *OpSpec D083, Short-Term Escalation Authorization for Borrowed Parts Subject to Overhaul Requirements.* Provided all of the conditions listed on the OpSpecs are met, the certificate holder is authorized to use a borrowed part (overhauled) from another operator when time-in-service of the available part exceeds the certificate holder's approved overhaul time limit.

(13) *OpSpec D084, Special Flight Permit with Continuous Authorization to Conduct Ferry Flights.* Table 1 shall list the maintenance document, which encompasses the policies, procedures, conditions, and limitations necessary to conduct the ferry flight.

(14) *OpSpec D085, Aircraft Listing.* The table(s) must list the aircraft registration number, serial number, nose number (if applicable), and aircraft make, model, and series.

(15) *OpSpec D086, Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation.* Complete the following tables as described below:

(a) Table 1 must include the approved aircraft registration number, airplane make, model, and series, and the maximum diversion time in minutes.

(b) Table 2 identifies the reliability program, which continually assess the propulsion and airframe systems with the extended range fleet. The following must be included:

- Airframe and Powerplant M/M/S: Self-explanatory
- Program Name: Enter the name of the reliability program
- Program Number: Assigned number of the program by the air carrier

- Program Date: Enter date of approval

(c) Table 3 identifies the configuration, maintenance, and procedures (CMP) document for extended-range operations and must include the following:

- Airplane and Powerplant M/M/S: Self-explanatory
- FAA-Approved CMP Document Name/Number: Enter document name and assigned number for which the CMP is contained
- Document Date: Enter date the above document was originally approved
- FAA-Approved Amendment No.: Enter in current amendment number, if applicable, to the above approved document

(16) *OpSpec D087, Maintenance Program Authorization for Leased Foreign-Registered Aircraft Operated by U.S. Air Carriers.*

(a) Table 1 must be completed as follows:

- Foreign Air Carrier: Enter the name of the foreign air carrier
- Identification/Registration Number: Self-explanatory
- Aircraft M/M/S: Self-explanatory
- Lease Date: Self-explanatory
- Maintenance Program Revision Number/Date: Revision number and date of the foreign air carrier's leased maintenance program; original approval of

the maintenance program must be identified with "ORIG"

**NOTE: If a PI approves a revision to an adopted foreign maintenance program, that approval must be done on an individual basis by amending this OpSpec.**

(b) Table 2 identifies differences between the certificate holder's adopted maintenance programs for leased, foreign-registered aircraft and the certificate holder's approved program (if applicable).

(c) Each item or system that is considered a difference or exception must be listed in Table 2 as follows:

- ATA Chapter: Enter the Air Transportation Association (ATA) code for the applicable item or system
- Primary Maintenance Process: List maintenance requirements for item or system (i.e., overhaul, inspect, replace, etc.)
- Inspection and Check Period: List inspection and/or check frequency/interval
- Other: This field can be used for general comments

**NOTE: Do not combine items into one row of this table. Each item must be broken down into ATA chapters and listed individually in this table.**

(17) *OpSpec D088, Maintenance Time Limitations Authorization*. Table 1 must include the following:

- Aircraft M/M/S: Self-explanatory
- Manual/Document Name and Number: Manual name and air

carrier-assigned number for that manual which houses the FAA-approved time limitations for maintenance tasks not covered under the partial reliability program

- Manual/Document Date: List the date of the current revision of the manual

(18) *OpSpec D089, Maintenance Time Limitations Section*. Table 1 must include the following:

- Aircraft M/M/S: Self-explanatory
- Manual/Document Name and Number: Manual name and carrier assigned number for that manual which houses the FAA-approved time limitations for maintenance tasks
- Manual/Document Date: List the date of the current revision of the manual

**NOTE: This OpSpec is issued to operators that were not issued OpSpec D074 or D075.**

(19) *OpSpec D090, Coordinating Agencies for Suppliers Evaluation (CASE)*. This OpSpec authorizes certificate holders to use CASE as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of part 121, § 121.373 and/or part 135, § 135.431, as applicable.

(20) *OpSpec D091, Authorization to Make Arrangements with Other Organizations to Perform Substantial Maintenance*. Table 1 must contain the following information:

- Authorized organization: Must enter in the name and address of the organization



- Certificate Number: Must enter in the entire certificate number of the authorized organization. If arrangements are made with organizations that are not assigned an organizational certificate number (i.e., Canadian AMO), then the user will input "N/A" in this field
- Authorized equipment: List airframe, engine, component, or accessory on which that organization is authorized to perform substantial maintenance
- Work authorized: List general area(s) that organization is authorized to accomplish (i.e., inspections, major repairs/alterations, overhaul, NDT, etc.)
- Date of authorization: List date the FAA approved the individual organization to perform substantial maintenance

(21) *OpSpec D092, Maintenance Program Authorization for Airplanes Used for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace*. Table 1 must include the registration number and the make, model, and series of the aircraft approved for RVSM airspace.

(22) *OpSpec D093, Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program*. Table 1 of this OpSpec must include the aircraft registration number, serial number, aircraft make, model, and series along with the name of the approved maintenance document for the night vision device.

(23) *OpSpec D095, Minimum Equipment List (MEL) Authorization*. This table must list the aircraft make, model, and series for aircraft authorized use of an MEL.

(24) *OpSpec D097, Repair Assessment Program for Pressurized Fuselages*. Table 1 must include the registration number, serial number, aircraft make, model, and series, along with the maintenance document which incorporates the comprehensive repair assessment program.

(25) *OpSpec D101, Additional Maintenance Requirements – Aircraft Engine, Propeller, and Propeller Control (Governor)*. Table 1 must include the following:

- Airplane make, model, and series
- Engine, propeller, and Governor make and model
- Engine, propeller, and Governor maintenance document that contains the additional maintenance requirements
- Engine, propeller, and Governor time-in-service interval

(26) *OpSpec D102, Additional Maintenance Requirements – Rotorcraft*. Table 1 must include the following:

- Rotorcraft type
- Engine make and model
- Maintenance document for engine, rotor main, and auxiliary that contains the additional maintenance requirements
- Engine time-in-service interval

(27) *OpSpec D103, Additional Maintenance Requirements – Single Engine IFR*. Table 1 must include the following:

- Registration number
- Serial number

- Aircraft make, model, and series
- Maintenance instructions/document that contains the additional maintenance requirements
- Other limitations as necessary (i.e., engine trend monitoring, oil analysis program, etc.)

(28) *OpSpec D104, Additional Maintenance Requirements – Emergency Equipment.* Table 1 must include the following:

- Emergency equipment items
- Maintenance document that contains the additional maintenance requirements
- Limitations and provisions field contains the intervals/frequency of the additional maintenance requirements (in hours, cycles, calendar time, etc.)

(29) *OpSpec D105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements.* Review the operator's program to ensure that all conditions of this OpSpec are met. If review is satisfactory, issue the OpSpec.

(30) *OpSpec D106, Aircraft in Long-Term Maintenance or Storage.* Table 1 must contain the following:

- End of Operation: Enter the day on which the air carrier elects to cease operating the aircraft
- Registration number: Enter the aircraft registration number
- Serial Number: Enter the aircraft serial number

(31) *OpSpec E096, Weight and Balance Control Procedures.* Conduct final review of this OpSpec per the guidance in Order 8300.10, vol. 2, ch. 74.

(a) Individual aircraft weights outlined in the certificate holder's empty weight and balance program in Table 1 must include the following:

- Aircraft by make, model, and series
- Weighing interval
- Weight and balance control procedures

(b) Fleet aircraft weights outlined in the certificate holder's weight and balance control program in Table 2 must include the following:

- Aircraft by make, model, and series
- Fleet weighing sample interval
- Fleet weight and balance control program

*E. Coordinate the Draft OpSpecs with the Operator/Applicant.* Ensure the operator is involved throughout the preparation of the final OpSpecs. The operator should be given opportunities to verify that added information is correct.

*F. Conduct Final FAA Review.* The Airworthiness PI must perform a final review of the OpSpecs for accuracy and completeness. Ensure the following:

(1) The effective date appears in the bottom left corner.

(2) The operator's certificate number appears in the bottom right corner and is correct.

(3) The operator's correct name appears in the bottom center of the page.

(4) The title, date, and authorized signature of the certificate holder are entered.

*G. Approve OpSpecs.*

(1) For approval of OpSpecs, complete the following steps for each OpSpec:

(a) Enter the effective date and the amendment number (for original issuance, enter Original or Org in the space provided).

**NOTE: Except for emergency amendments, amendments to OpSpecs become effective on the date the amendment is approved by the authorized ASI unless the ASI establishes a different effective date.**

(b) Ensure the ASI's name, title, and district office designator is entered correctly in the space provided (auto filled) at the end of each OpSpec.

**NOTE: Part D and E OpSpecs may be approved only by the assigned Airworthiness PI(s) or by ASIs authorized by the unit supervisor to sign for the PIs in their absence. Specific paragraphs within Part A of the OpSpecs are the joint responsibility of Operations and Airworthiness PIs. Approval of Part A paragraphs may be indicated by the signature of any one of the three assigned PIs.**

(2) To approve OpSpecs, the assigned ASI should compare the effective dates in the table of contents page to each page to ensure the effective dates match.

**7. AMENDMENT, SURRENDER, AND SUSPENSION OF OPSPECS.** Part 119, § 119.51 specifies that OpSpecs can be amended as a result of a certificate holder or operator's request or because the FAA determines that safety in air transportation or air commerce (in

the case of a commercial operator) is affected and the change is in the public interest. In addition, a certificate holder or operator's OpSpecs may be amended by the FAA due to a change in the certificate holder or operator's operating environment. This section contains direction and guidance to be used by PIs for the amendment, surrender, and suspension of OpSpecs for parts 121, 125, and 135 certificate holders. See Order 8400.10, vol. 3, ch. 1, section 7 for guidance on this subject.

## 9. TASK OUTCOMES.

*A. Complete PTRS.*

*B. Complete the Task.*

(1) Issue all part 121, 125, and 135 OpSpecs as follows:

(a) After approving (signing) the OpSpec, forward the original and copy of each paragraph and supplemental paragraph to the certificate holder's representative authorized to receive OpSpecs.

(b) Instruct the certificate holder to do the following:

- Retain the original
- Indicate receipt on the copy
- Return the copy to the district office

(c) File all copies of the OpSpecs, including the table of contents, with the CHDO.

- File together those OpSpecs that are currently in effect for the operator.
- Keep superseded OpSpecs and tables of contents in a separate file for at least 5 years.

(2) Distribute nonstandard text and OpSpecs in accordance with the instructions in section 1, paragraph 13B.

**11. FUTURE ACTIVITIES.** Conduct additional surveillance for the first 120 days after the approval of new OpSpecs to ensure that operating practices are performed at an adequate level of safety.